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# NSA ANNUAL REPORT 2007

## Republic of Slovenia

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Four handwritten signatures in blue and red ink are positioned to the right of the text, each on a horizontal line. From top to bottom, they correspond to the Director, the Head of Department for executing tasks of NSA, the Head of Safety Department, and the Adviser to the Director.

September 2008

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## **A. SCOPE OF THE REPORT**

To present the work of the Public Agency for Rail Transport of the Slovenian Republic in the field of safety in the Slovenian Republic and prepare an Annual Safety Report on safety on main and regional railway lines as required by the Safety Directive and The Railway Transport Act.

## **B. INTRODUCTORY SECTION**

### 1. Introduction to the report

The Annual Safety Report contains data from the field of safety and safety management and is intended for all persons involved in the public railway system in Slovenia.

The Report contains only data from the field of safety on main and regional railway lines in accordance with the Decree on the Categorization of Railway Tracks (Ur. l. RS, No. 22/2002). Data on safety on private railway tracks and industrial railway tracks are not contained in the Report.

The applied CSI definitions are considered as national definitions, since common definitions are prepared in the framework of the CSI work group and are yet to be confirmed by the Committee, although deviations are possible.

Data from the field of economic loss assessment from the point of view of loss of active years for people that died in an accident or were seriously injured is not included. The economic loss will be assessed when the calculation methodology is adopted within the framework of the CSI.

The data on the costs of traffic rerouting, delays, disturbances, extra staff costs and the costs of the loss of future revenue are not collected. The data will be collected when the CSI and the CSI collecting methodology are confirmed by the Committee.

### 2. Railway Structure Information (***Annex A***)

- Network map (Annex A.1)
- List of Railway Undertakings and Infrastructure Managers (Annex A.2)

### 3. Summary – General Trend Analysis (e.g. trends in the development of railway safety<sup>1</sup>, certification etc.)

In 2007 the number of accidents and incidents increased by 13% compared with 2006. The number of suicides increased from 6 people to 14. There are also more accidents resulting in death or injuries. Compared with 2006, the number of people who were fatally injured in exceptional occurrences declined by 24%, whereas the number of people injured increased by 22, the number being 49 in 2007. There were no fatally injured people for which the railway was held responsible, whereas there were 3 such injured people, which is one less than in 2006.

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<sup>1</sup> General trend analysis in a few drops, the detailed trend analysis is to be developed in the paragraph D.

The main causes for the accidents resulting in fatal and non-fatal injuries, for which the railway was not held responsible, were:

- Failure to comply with Road Traffic Regulations at level crossings (10 fatally injured and 14 injured people).
- Walking across or on the railway line where this is forbidden (8 fatally injured and 8 injured people).
- Failure to comply with the Rules on Internal Order on the Railway (12 injured people).
- Jumping or falling off a moving train (3 injured people).

In order to enforce the measures for increasing safety and adjust the regulations to the EU regulations, the following rules were modified and amended:

- The rules for responding to serious and other accidents and incidents
- The rules on brakes, safety devices and the equipment of railway vehicles
- Signalling rules.
- Traffic rules.

## **C. ORGANISATION**

### 1. Introduction to the organisation

Date of establishment: June 2007

Number of employees: 22 at the agency, 7 people responsible for the tasks of NSA.

Mission statement: Article 21 and Article 24 of the Railway Transport Act (See.: Annex H)

Tasks of internal units: Are defined in the Rules on internal organisation and post classification of the Public agency for Rail Transport of the Republic of Slovenia which was adopted in August 2008. Detailed tasks are defined in the Annex G.

Internal organisation Chart: Presented in the Annex B.

### 2. Organisational flow – relationship (diagram) between the NSAs and other national bodies (such as National Investigation Bodies, National Regulatory Bodies, Ministry of Transport etc.) (**Annex F**)

Organisational flow and Mission Statement is presented in annex F and Annex H.

## **D. THE DEVELOPMENT OF RAILWAY SAFETY**

### **1. Initiatives to maintain/improve safety performances**

Common safety targets (CST) are yet to be confirmed by the Committee, thus it would not be relevant to report on reached CST.

### **2. Detailed data trend analysis**

In 2007 19.16 million train kilometres were recorded, 11.11 million of which were made by passenger and 8.05 million by goods trains.

Altogether there were 80 accidents and incidents:

- Two train collisions
- Five derailed trains
- Thirty-three accidents at level crossings
- Thirty-nine accidents and incidents through the movement of railway vehicles
- One fire on railway vehicles
- One accident classified under other accidents

There were fourteen suicides, eight injured passengers, 18 fatally injured and 31 other injured people.

Safety indicators for 2007 are unfavourable, since they are higher compared to the last four years and the five-year average. Compared to the previous year, the number of exceptional occurrences increased by 15 incidents from 116 to 131 occurrences, which is 5.6 occurrences more compared to the five-year average. The number of exceptional occurrences for which the railway was held responsible increased by 17 occurrences, which is from 38 to 55 occurrences. The number of occurrences for which the railway was not held responsible, however, declined by 2 occurrences, which is from 78 to 76 occurrences.

A comparison of exceptional occurrences considering the scope of work, measured by train kilometres, shows us a picture that follows the five-year average without considerable deviations. The level has been preserved as a result of an increase in the number of train kilometres.

The traffic organisation in 2007, estimated by taking into consideration the number of disturbances, has improved compared to the previous year. The number of disturbances declined by 224 instances, which is from 1,530 to 1,306 instances. The number of disturbances for which the railway was held responsible declined by 234 instances, which is from 1,063 to 829 instances, whereas the number of disturbances for which the railway was not held responsible, increased by 10 instances, which is from 467 to 477 instances.

The number of people who were fatally injured in exceptional occurrences was 18, which is 4 people less than in 2006, whereas the number of injured people was 49, which is 22 people more than in 2006. There were no fatally injured people for which the railway was held responsible, whereas there were 3 such injured people, which is one less than in 2006. For other injured and all fatally injured people the railway was not held responsible.

The estimated material damage in the amount of 5.2 million EUR as a result of exceptional occurrences and disturbances increased by 2.3 million EUR compared to the previous year, of which the amount of damage resulting from exceptional occurrences for which the railway was held responsible increased by 1.6 million EUR, whereas the amount of damage resulting from exceptional occurrences for which the railway was not held responsible increased by 0.7 million EUR compared with 2006.

More detailed data are presented in Annex C.

### **3. Results of safety recommendations**

The investigating body was established in accordance with Article 28 of the Safety of Railway Transport Act in June 2008, and thus it is not feasible to report on measures taken on the basis of safety recommendations.

## **E. IMPORTANT CHANGES IN LEGISLATION AND REGULATION**

The Safety Directive is fully implemented in the Railway Transport Act (OG RS, No.: 44/2007) and the Safety of Railway Transport Act (OG RS, No.: 61/2007).

*Short description of implemented provisions:*

#### *The Railway Transport Act*

The Act defines the conditions for the performance of services in railway transport, services that are considered as amenities in the field of railway transport and are provided by the Slovenian Republic with the an obligatory commercial public service, as well as defining the public railway infrastructure, its status and the conditions for the accession.

The Act is the basis for the establishment of:

- A regulatory authority,
- An allocation body,
- A safety authority,
- An investigating authority.

#### *The Safety of Railway Transport Act*

The Act defines conditions for ensuring safe and organised railway transport and defines the responsibilities and competencies of the participants in ensuring the safety. Also defined are the conditions for ensuring, improving and developing the interoperable trans-European railway system for conventional and high speed trains in the territory of the Slovenian Republic.

The Act also defines common principles in managing and controlling the safety in the railway transport on railway tracks in the Slovenian Republic, as well as conditions for safe railway transport on industrial railway lines and railway lines of other railways in order to form a common market of installations and services for the purpose of construction, maintenance and operation of the railway system.

## **F. THE DEVELOPMENT OF SAFETY CERTIFICATION AND AUTHORISATION**

### **1. National legislation – starting dates – availability**

1.1. Starting date for issuing Safety Certificates according to Article 10 of Directive 2004/49/EC (if necessary, distinguish between Part A and Part B)

– Applicable in the Annual report 2011

1.2. Starting date for issuing Safety Authorisations according to Article 11 of Directive 2004/49/EC

– Applicable in the Annual report 2011

1.3. Availability of national safety rules or other relevant national legislation to Railway Undertakings and Infrastructure Managers (website, paper documentation on request, etc.)

Relevant legislation is available on following websites:

- [www.azp.si](http://www.azp.si) (Official website of the Public Agency for Rail Transport of RS)
- [www.uradni-list.si](http://www.uradni-list.si) (Official website of Official Gazette of the Republic of Slovenia)

### **2. Numerical data (*Annex E*)**

*In Annex E the figures are not presented, because in 2007 all procedures concerning issuing Safety Certificates were carried out in line with Directive 2001/14/EC. In December 2007 and April 2008 new decrees was published in Official Gazette RS which aligned procedures with 2004/49/ES (Decree on the qualification criteria for the acquiring the safety certificate and on the procedure for issuing the safety certificate- OG RS no.: 4/2001 and 122/2007 and Decree repealing the Decree on the eligibility criteria and the procedure for the acquisition and delivery of the safety certificate OG RS no.: 41/2008).*

### **3. Procedural aspects**

*In 2007 all procedures concerning issuing Safety Certificates were carried out in line with Directive 2001/14/EC In December 2007 and April 2008 new decrees was published in Official Gazette RS which aligned procedures with 2004/49/ES (Decree on the qualification criteria for the acquiring the safety certificate and on the procedure for issuing the safety certificate- OG RS no.: 4/2001 and 122/2007 and Decree repealing the Decree on the eligibility criteria and the procedure for the acquisition and delivery of the safety certificate OG RS no.: 41/2008).*

### 3.1. Safety Certificates Part A

3.1.1. Reasons for updating/amending Part A Certificates (e.g. variation in type of service, extent of traffic, size of company)

*Not applicable (explanation is presented at the beginning of the chapter)*

3.1.2. Main reasons if the mean issuing time for Part A Certificates (restricted to those mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive

*Not applicable (explanation is presented at the beginning of the chapter)*

3.1.3. Overview of the requests from other National Safety Authorities to verify/access information relating the Part A Certificate of a Railway Undertaking that has been certified in your country, but applies for a Part B certificate in the other Member State

*Not applicable (explanation is presented at the beginning of the chapter)*

3.1.4. Summary of problems with the mutual acceptance of the Community wide valid Part A Certificate

*Not applicable (explanation is presented at the beginning of the chapter)*

3.1.5. NSA Charging fee for issuing a Part A Certificate (Yes/No – Cost)

*Charging fee is set by Administrative Fees Act, which is for issuing certificates 20.000 points. Fee could be raised for other procedural costs. (e.g. technical checking). The charging fee in 2007 was 1418 EUR, raised for other procedural costs.*

3.1.6. Summary of the problems with using the harmonised formats for Part A Certificates, specifically in relation to the categories for type and extent of service

*Not applicable (explanation is presented at the beginning of the chapter)*

3.1.7. Summary of the common problems/difficulties for the NSA in application procedures for Part A Certificates.

*Not applicable (explanation is presented at the beginning of the chapter)*

3.1.8. Summary of the problems mentioned by Railway Undertakings when applying for a Part A Certificate

*Not applicable (explanation is presented at the beginning of the chapter)*

3.1.9. Feedback procedure (e.g. questionnaire) that allows Railway Undertakings to express their opinion on issuing procedures/practices or to file complaints

*Not applicable (explanation is presented at the beginning of the chapter)*



## 3.2. Safety Certificates Part B

3.2.1. Reasons for updating/amending Part B Certificates (e.g. variation in type of service, extent of traffic, lines to be operated, type of rolling stock, category of staff, etc.)

*Not applicable (explanation is presented at the beginning of the chapter)*

3.2.2. Main reasons if the mean issuing time for Part B Certificates (restricted to those mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive

*Not applicable (explanation is presented at the beginning of the chapter)*

3.2.3. NSA Charging fee for issuing a Part B Certificate (Yes/No – Cost)

*Charging fee is set by Administrative Fees Act, which is for issuing certificates 20.000 points. Fee could be raised for other procedural costs. (e.g. technical checking). The charging fee in 2007 was 1418 EUR, raised for other procedural costs.*

3.2.4. Summary of the problems with using the harmonised formats for Part B Certificates, specifically in relation to the categories for type and extent of service

*Not applicable (explanation is presented at the beginning of the chapter)*

3.2.5. Summary of the common problems/difficulties for the NSA in application procedures for Part B Certificates.

*Not applicable (explanation is presented at the beginning of the chapter)*

3.2.6. Summary of the problems mentioned by Railway Undertakings when applying for a Part B Certificate

*Not applicable (explanation is presented at the beginning of the chapter)*

3.2.7 Feedback procedure (e.g. questionnaire) that allows Railway Undertakings to express their opinion on issuing procedures/practices or to file complaints

*Not applicable (explanation is presented at the beginning of the chapter)*

## 3.3. Safety Authorisations

*Safety Authorisation was issued according to Article 38 of Railway Transport Act*

*Full text of Article 38:*

*“(meeting of conditions for the safety authorisation)*

- (1) Upon the entry into force of this Act Holding Slovenske železnice, d.o.o. shall be deemed to fulfil the conditions for obtaining a safety authorisation pursuant to this Act.*
- (2) On the basis of the previous paragraph the Agency shall issue Holding Slovenske železnice, d.o.o. a safety authorisation within 30 days of the enforcement hereof.*

### 3.3.1. Reasons for updating/amending Safety Authorisations

*Not applicable (explanation is presented at the beginning of the chapter)*

### 3.3.2. Main reasons if the mean issuing time for Safety Authorisations (restricted to those mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive

*Not applicable (explanation is presented at the beginning of the chapter)*

### 3.3.3. Summary of the regularly problems/difficulties in application procedures for Safety Authorisations

*Not applicable (explanation is presented at the beginning of the chapter)*

### 3.3.4. Summary of the problems mentioned by Infrastructure Managers when applying for a Safety Authorisation

*Not applicable (explanation is presented at the beginning of the chapter)*

### 3.3.5. Feedback procedure (e.g. questionnaire) that allows Infrastructure Managers to express their opinion on issuing procedures/practices or to file complaints

*Not applicable (explanation is presented at the beginning of the chapter)*

### 3.3.6. NSA Charging fee for issuing a Safety Authorisation (Yes/No – Cost)

*No administrative cost set in Public Administrative Act, because infrastructure manager tasks are executed as public service.*

## **G. SUPERVISION OF RAILWAY UNDERTAKINGS AND INFRASTRUCTURE MANAGERS**

There are no data for 2007 on the supervision of Railway Companies and Managers for the reasons given below:

- The Safety Authority in the Slovenian Republic was established in June 2007 in accordance with the Railway Transport Act and the Decision on the Establishment of the Public Agency for Rail Transport of the Slovenian Republic. In the transition period the handover of the management functions and the taking-on of tasks of the Safety Authority was performed. The Safety Authority began with its operation in the sense of organisation with the adoption of the Rules on Internal Organisation and Job Classification in August 2008.
- *In 2007 all procedures concerning issuing Safety Certificates were carried out in line with Directive 2001/14/EC. In December 2007 and April 2008 new decrees were published in Official Gazette RS which aligned procedures with 2004/49/ES (Decree on the qualification criteria for the acquiring the safety certificate and on the procedure for issuing the safety certificate- OG RS no.: 4/2001 and 122/2007 and Decree repealing the Decree on the eligibility criteria and the procedure for the acquisition and delivery of the safety certificate OG RS no.: 41/2008).*

## **H. NSA CONCLUSIONS ON THE REPORTING YEAR – PRIORITIES**

### *General safety assessment*

Considering the presented data, general safety in the railway transport in the Slovenian Republic was estimated as satisfactory.

### *Main priorities*

In 2008 the Public Agency for Rail Transport of the Slovenian Republic will introduce the control of issued licences, safety certificates and safety authorisations. The Agency will continue with the adjustment and modernisation of safety and technical regulations, which will contribute to a safer railway transport system in the Slovenian Republic.

## **I. SOURCES OF INFORMATION**

- *Letno poročilo družbe Slovenske železnice, d. o. o., in skupine Slovenske železnice za leto 2007, Ljubljana, maj 2008.*
- *Poročilo o izrednih dogodkih v letu 2007, Slovenske železnice d.o.o., Ljubljana, april 2008.*

## **J. ANNEXES**

ANNEX A: Railway Structure Information

ANNEX B: Organisation chart(s) of the National Safety Authority

ANNEX C: CSIs data – Definitions applied

ANNEX D: Important changes in legislation and regulation

ANNEX E: The development of safety certification and authorisation – Numerical Data

ANNEX F: Institutional framework in 2007

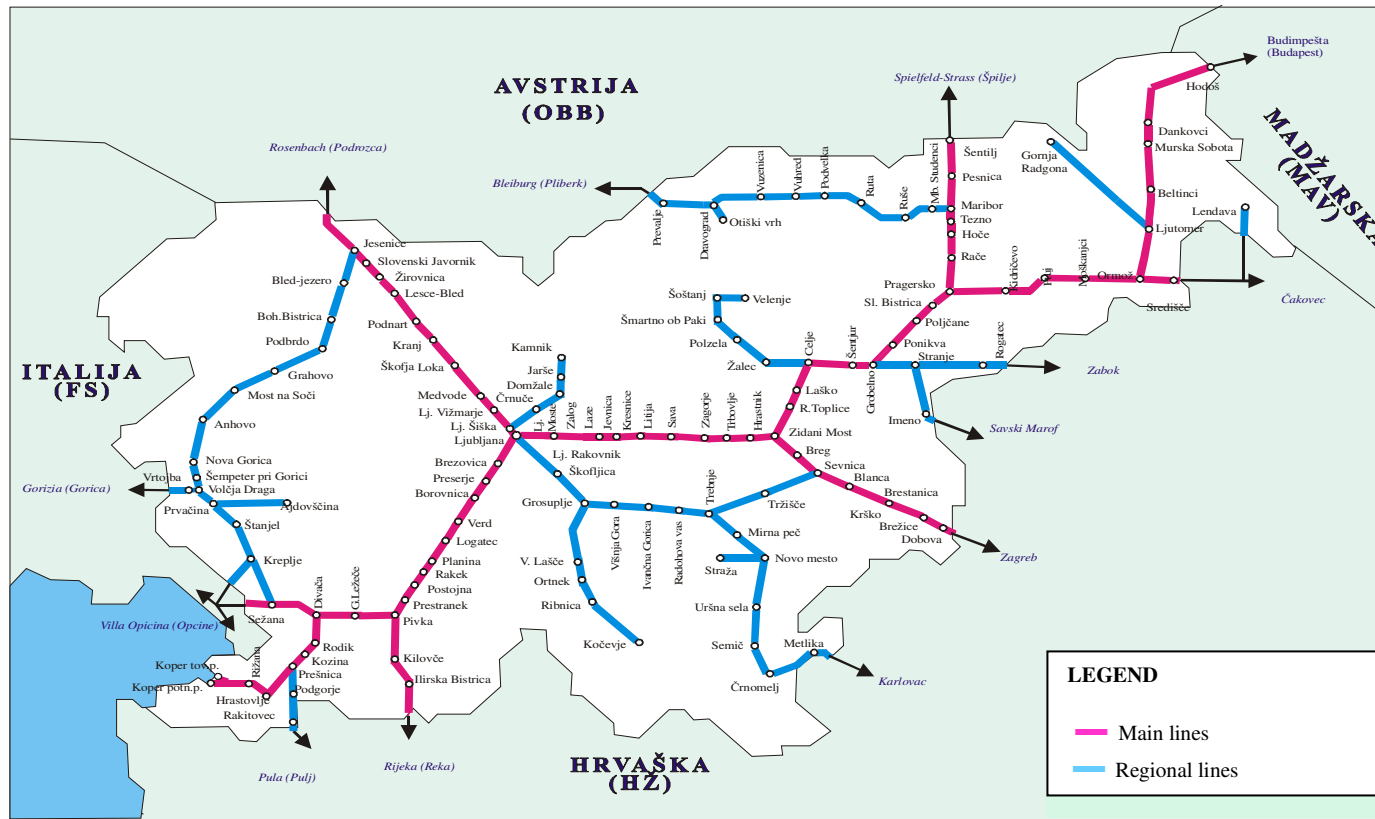
ANNEX G: Description of tasks of NSA Departments (valid from August 2008)

ANNEX H: Mission Statement of Agency

## ANNEX A: Railway Structure Information

Institutional setup is described in the annex F.

### A.1. Network map



## A.2. List of Railway Undertakings and Infrastructure Managers

### A.2.1. Infrastructure Manager(s)

Name	Address	Website/Network Statement Link	Safety Authorisation (Number/Date)	Start date commercial activity	Total Track Length/Gauge	Electrified Track Length/Voltages	Total Double/Simple Track Length	Total Track Length HSL	ATP equipment used	Number of LC	Number of Signals
Holding SŽ, d.o.o.	Kopitarjeva ulica 5, 2000 Maribor (till end of June 2007)  Kolodvorska ulica 6  1506 Ljubljana	<a href="http://www.azp.si/">http://www.azp.si/</a> (till end of June 2007) <a href="http://www.slo-zeleznice.si/sl/infrastruktura/program_omrezja/">http://www.slo-zeleznice.si/sl/infrastruktura/program_omrezja/</a> (after 2007)	37502-1/2007-1/24.5.2008	2007 (before they were Authorised IM)	1229/1435	503/3KV AC	330/898	/	Indusi I-60	944	/

### A.2.2. Railway Undertaking(s)

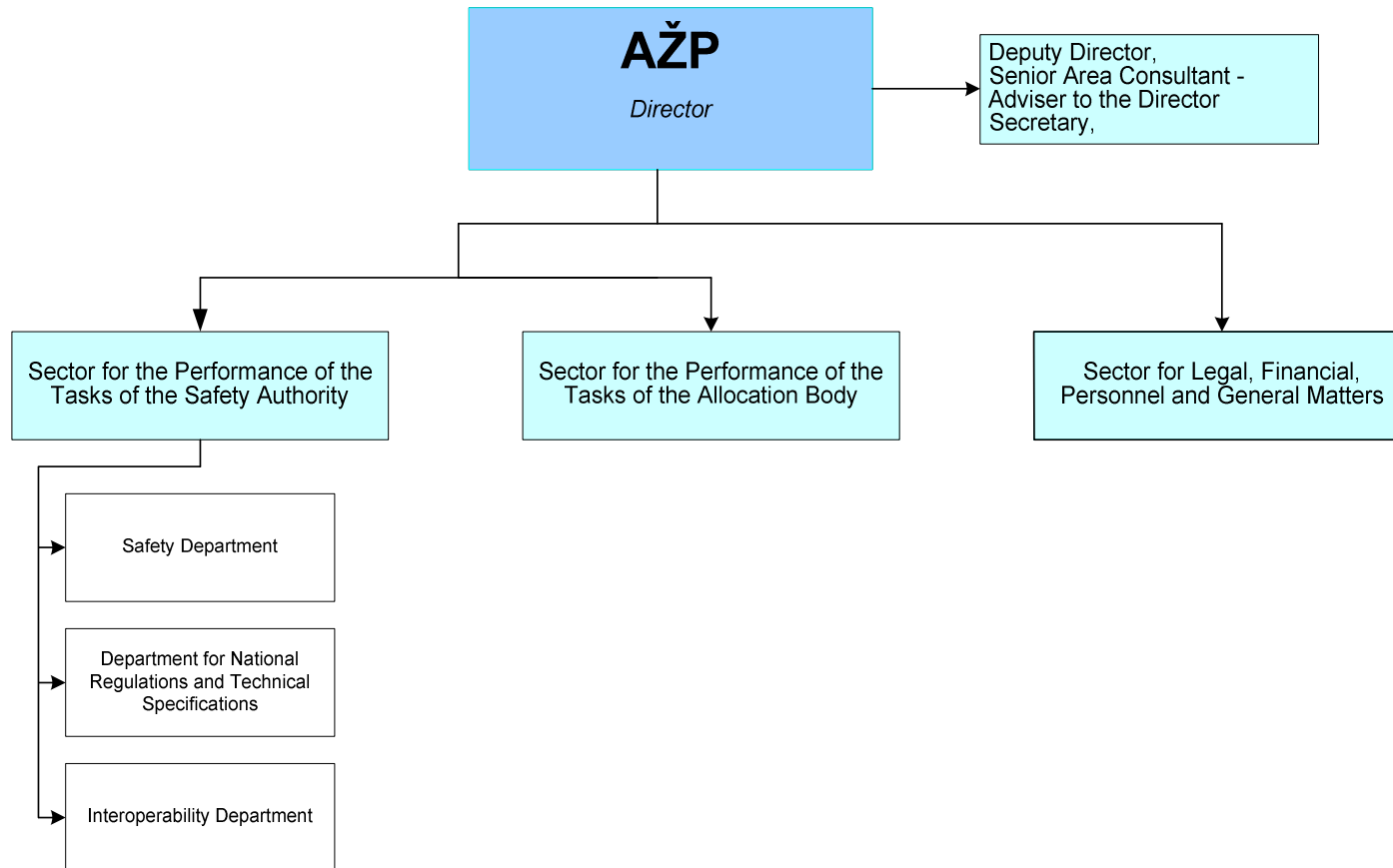
Name	Address	Website	Safety Certificate 2001/14/EC (Number/Date)	Safety Certificate A-B 2004/49/EC (Number/Date)	Start date commercial activity	Traffic Type (Freight,...)	Number of Locomotives	Number of Railcars/Multiple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport	Volume of freight transport
Holding SŽ, d.o.o.	Kolodvorska ulica 6  1506 Ljubljana	<a href="http://www.slo-zeleznice.si">www.slo-zeleznice.si</a>	266-190/2004/ZP01 0500/26.2.2004	/	/	Freight/passenger	149	0/267	138/4465	/	/	/

Abbreviations: HSL = High Speed Line (Definition acc. Directive 96/48/EC)

ATP = Automatic Train Protection

LC = Level Crossing

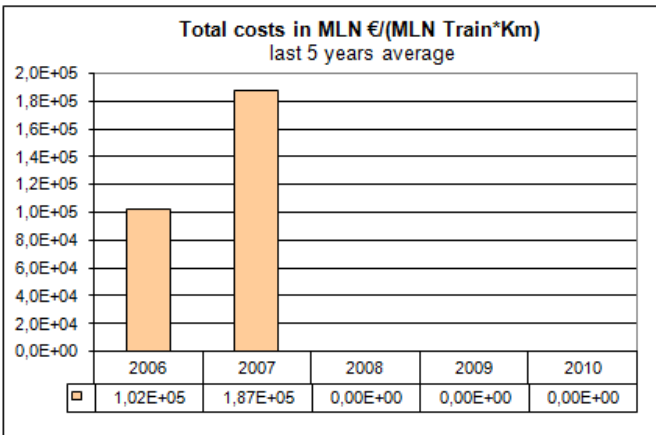
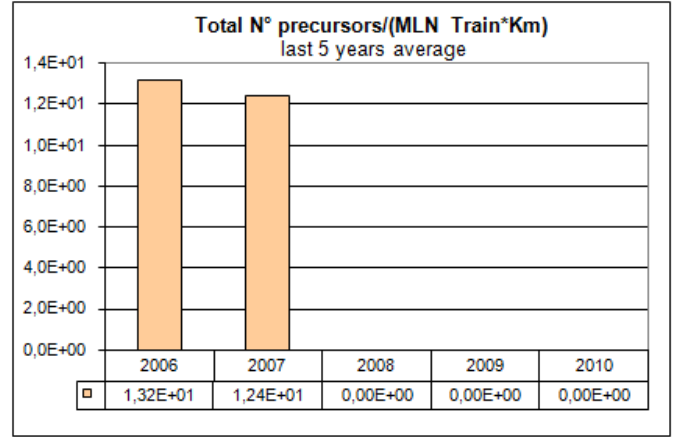
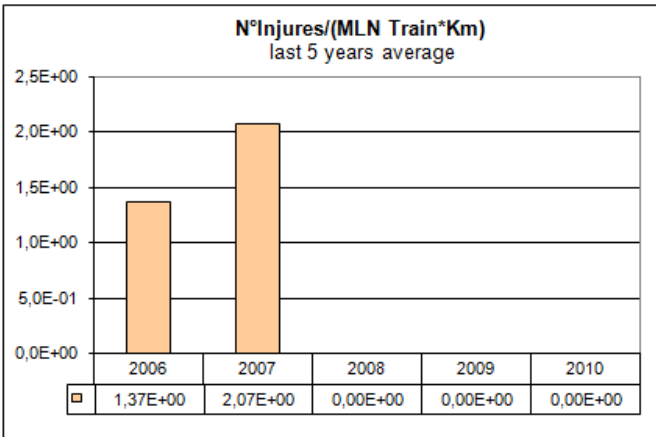
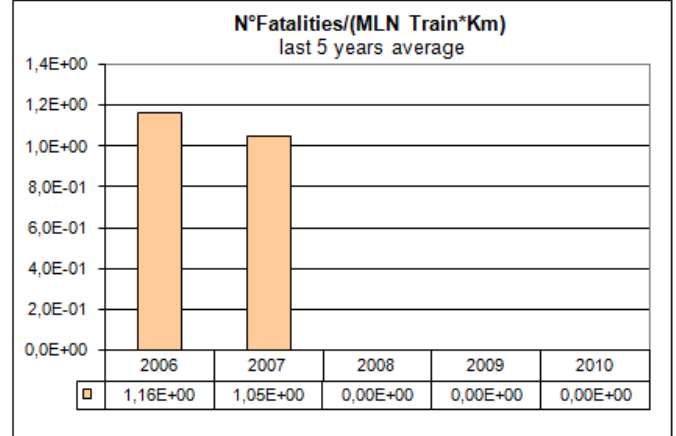
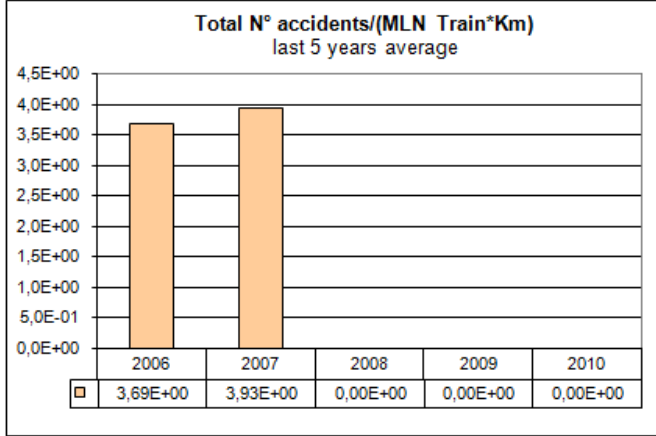
**ANNEX B 1: Organisation chart(s) of the National Safety Authority (valid from August 2008)**



## ANNEX C: CSIs data – Definitions applied

### C.1. CSIs data<sup>2</sup>

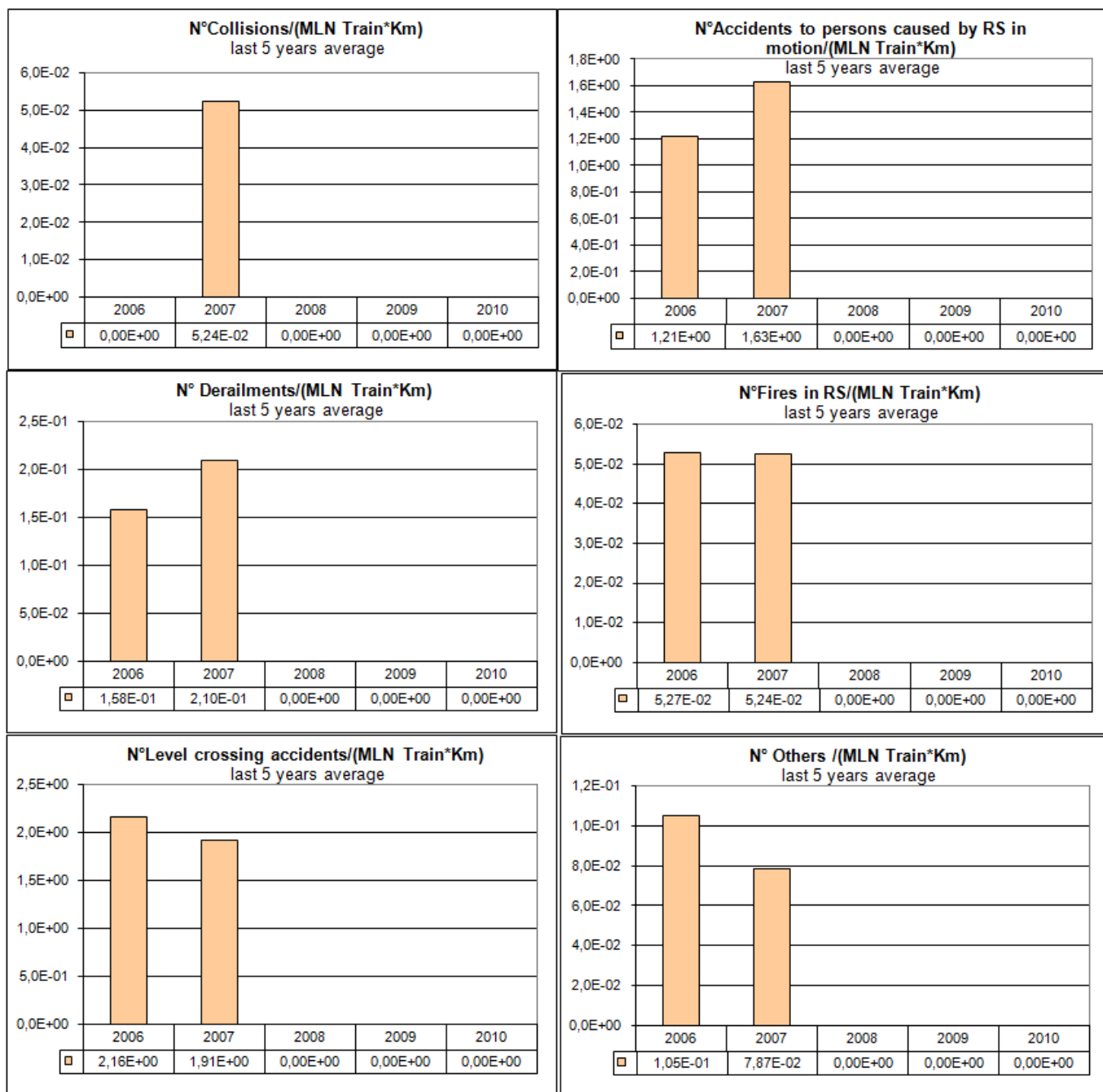
#### Performances at a glance



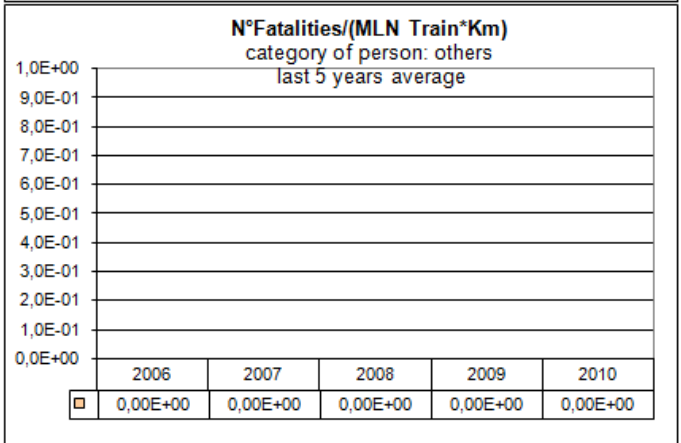
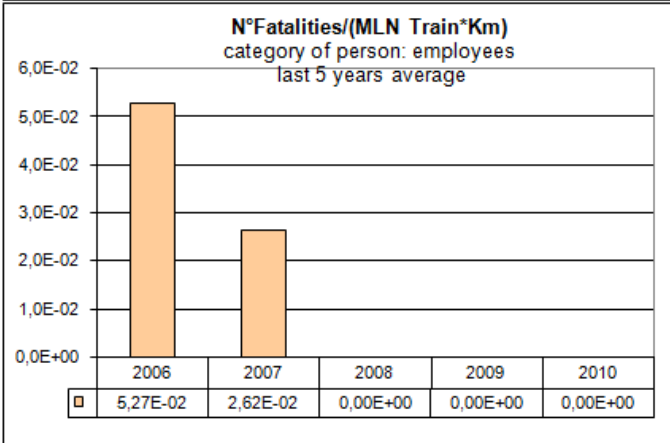
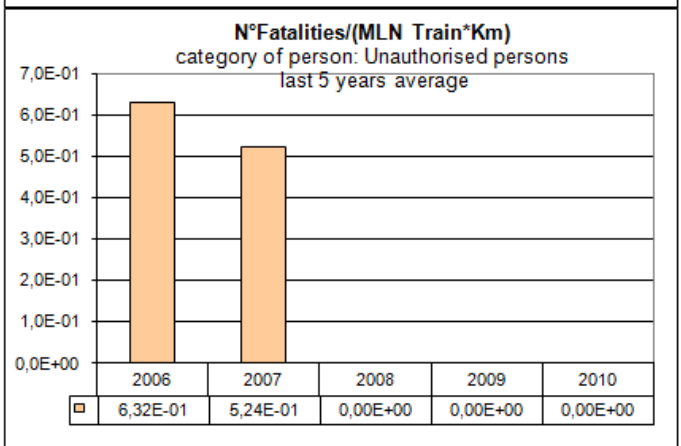
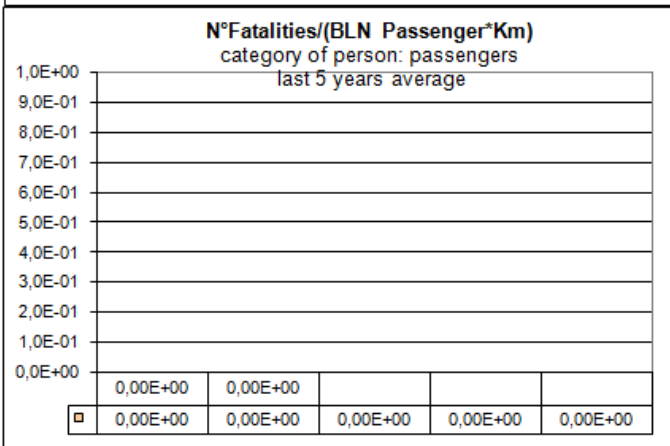
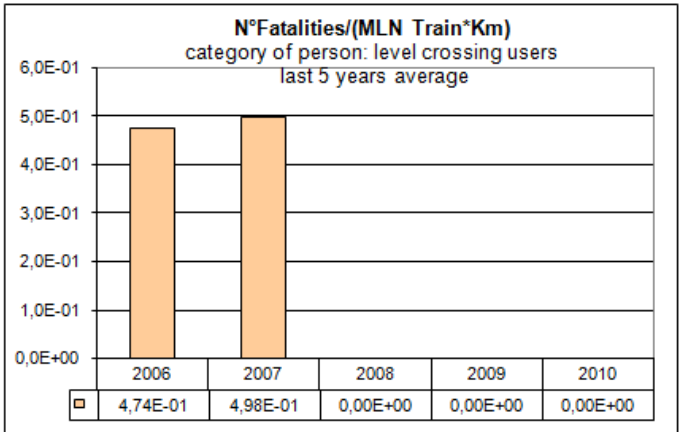
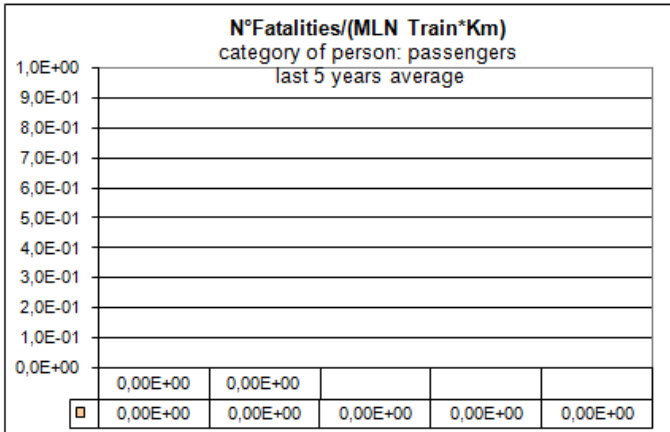
<sup>2</sup> Data in charts are just examples.



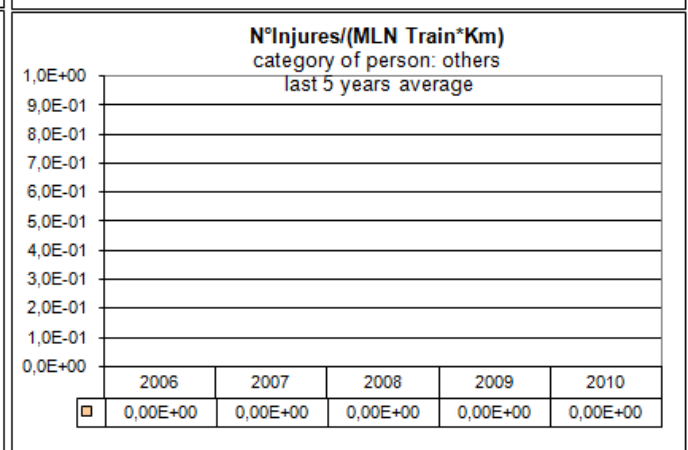
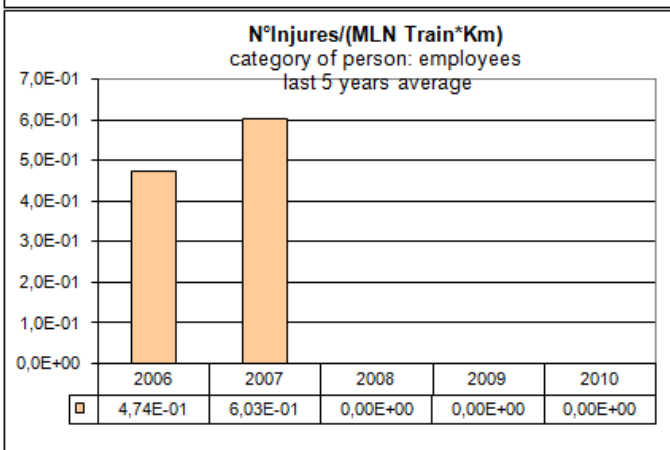
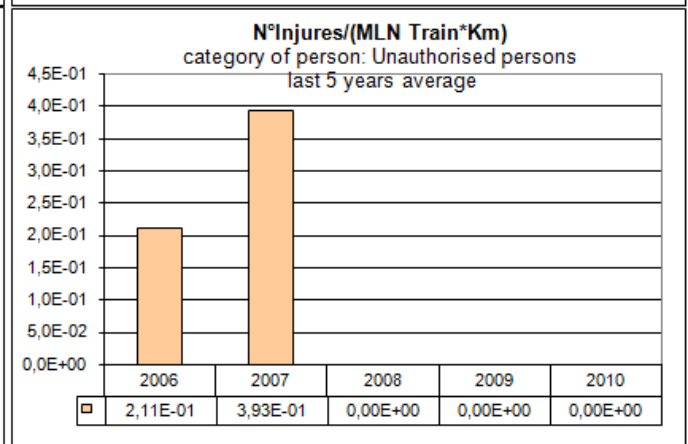
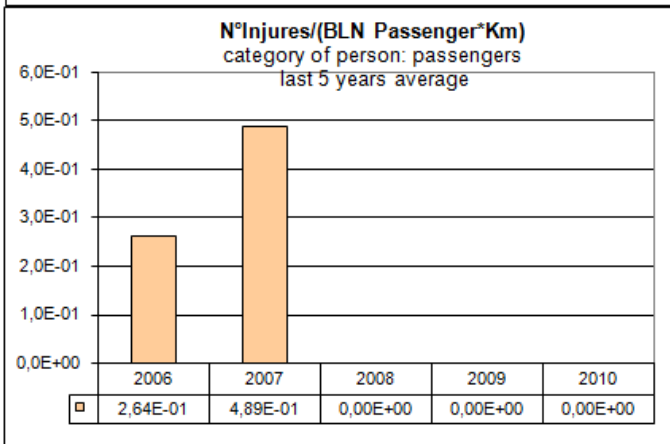
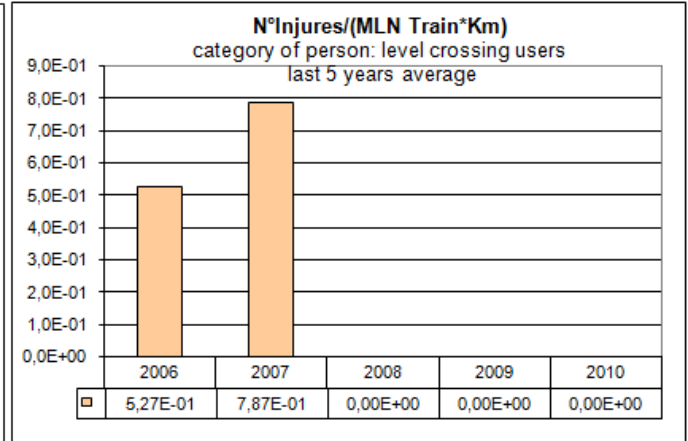
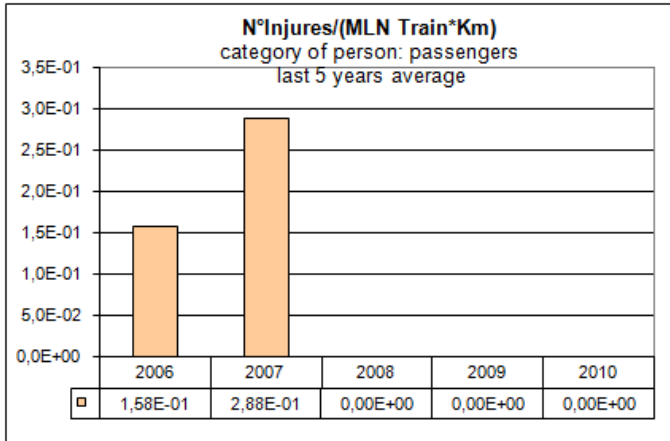
Accidents divided by type



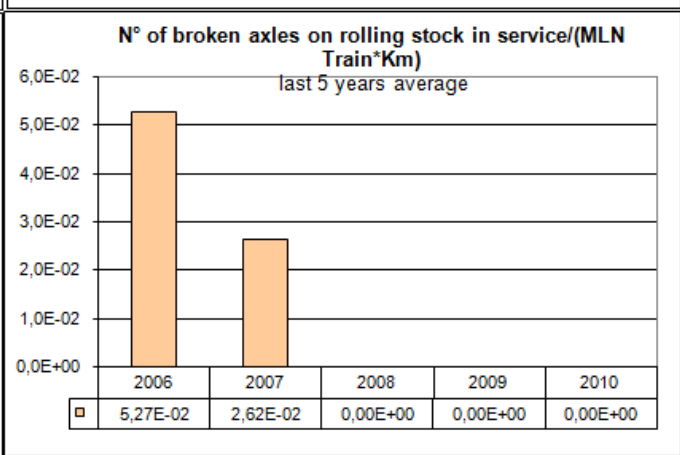
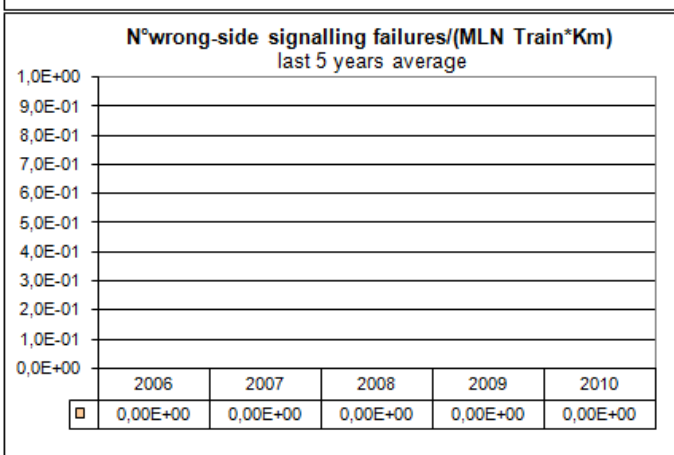
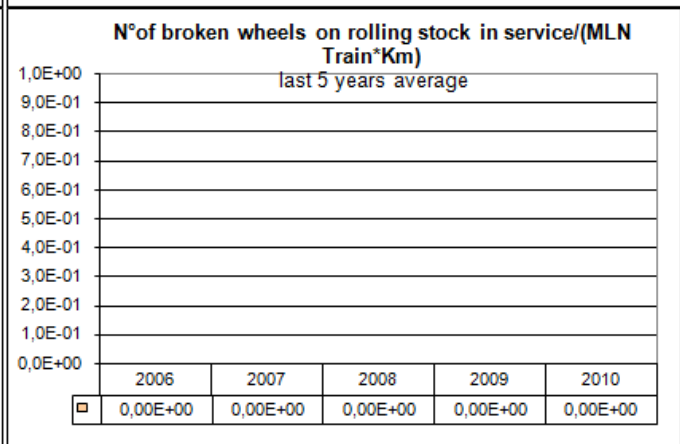
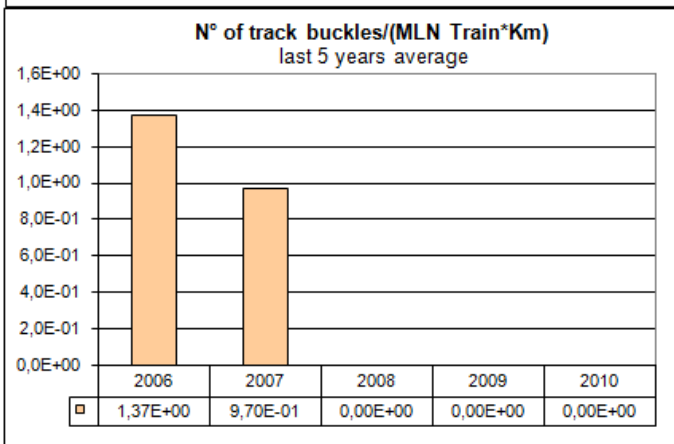
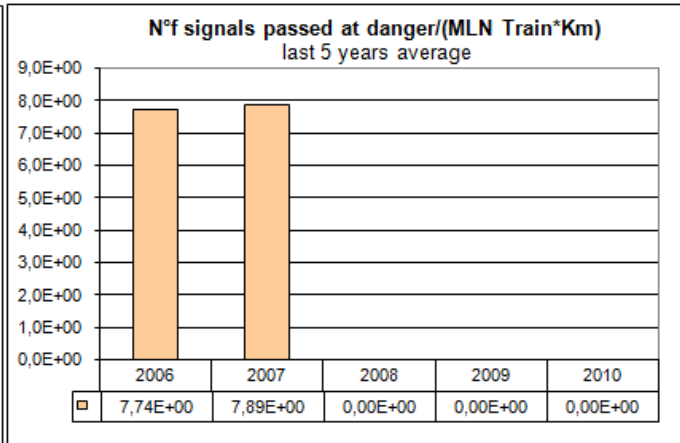
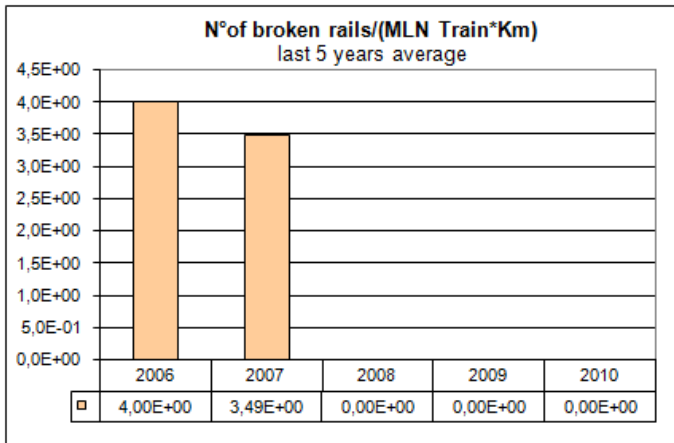
Fatalities divided by category of people involved



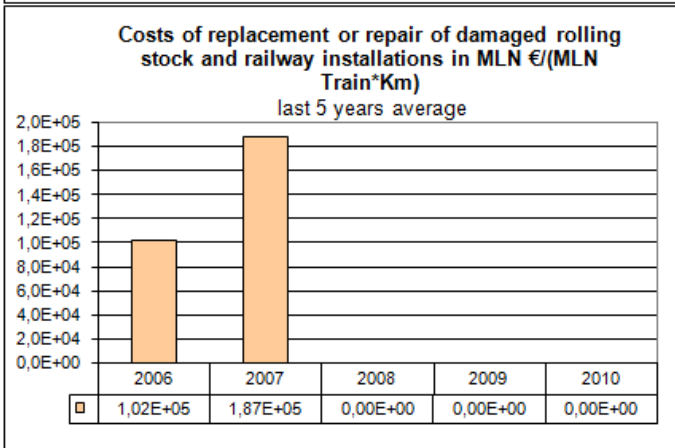
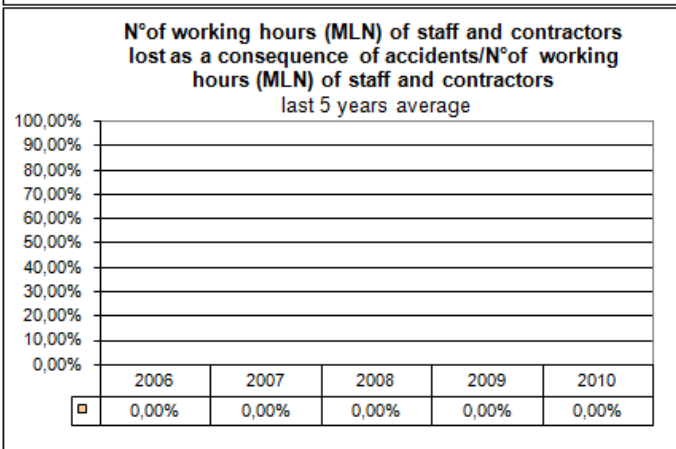
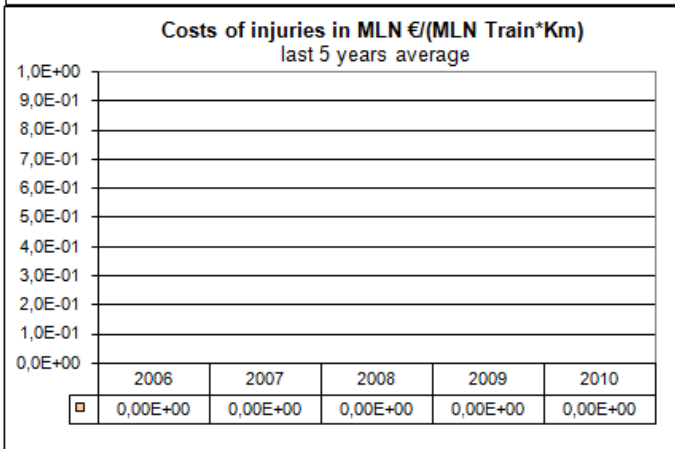
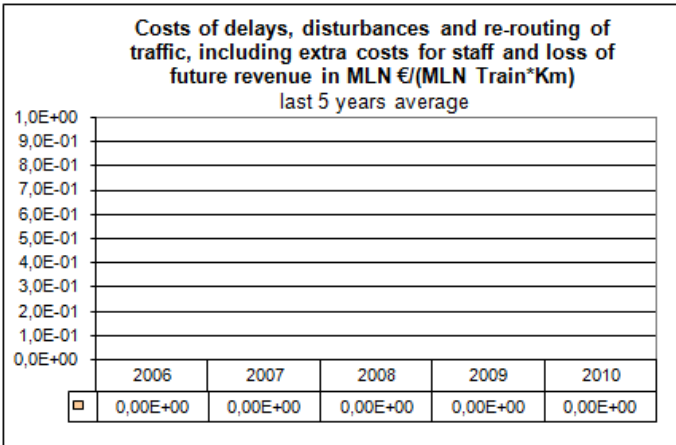
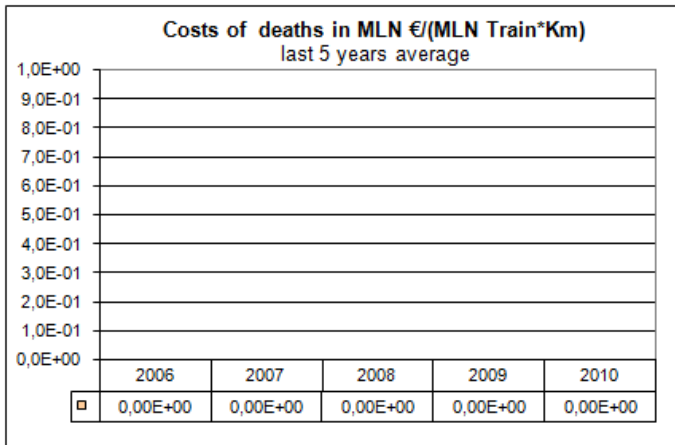
*Injures divided by category of people involved*



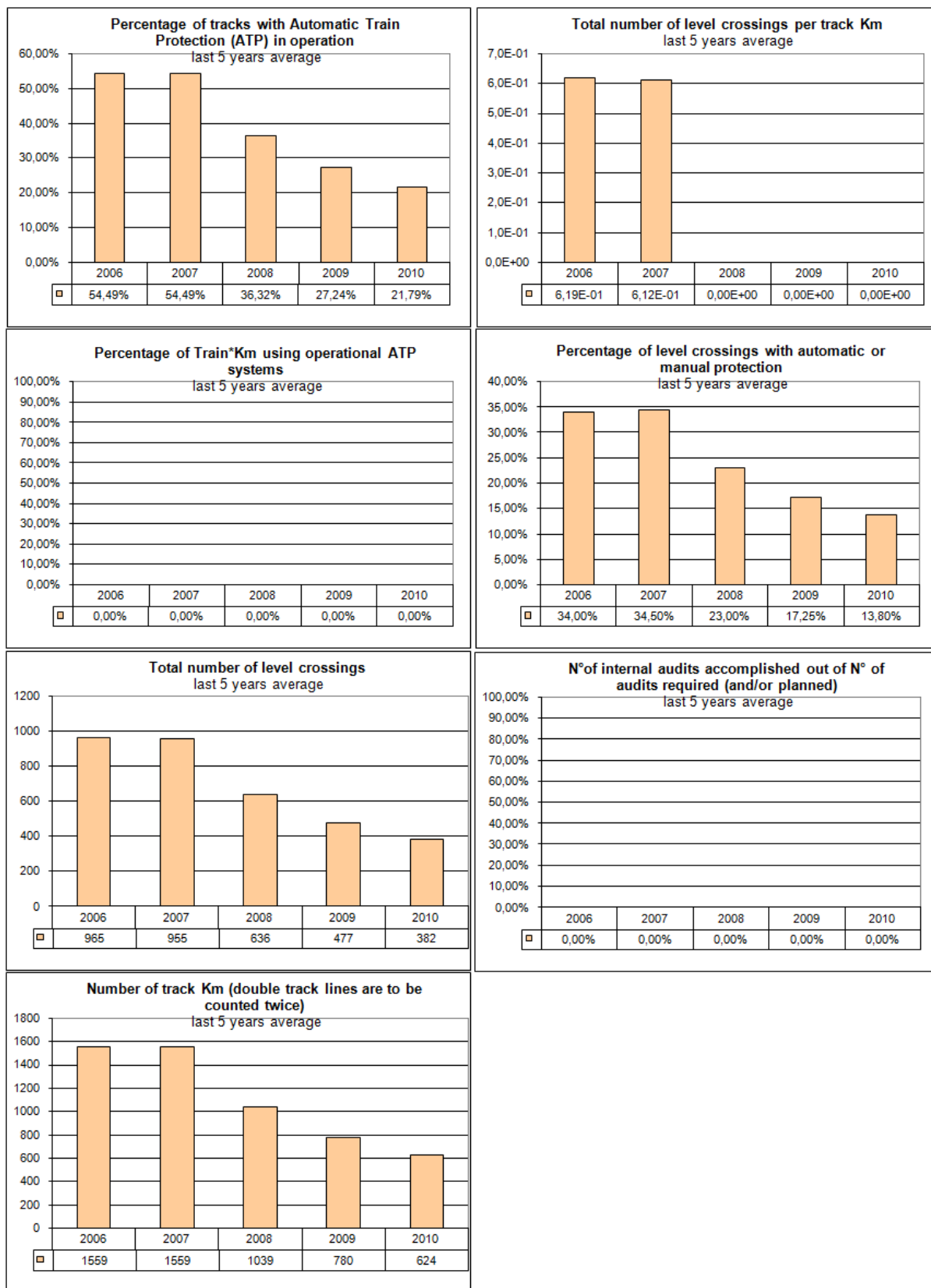
Precursors to accidents



*Cost of all accidents, number of working hours of staff and contractors lost as a consequence of accidents*



Technical safety of infrastructure and its implementation, management of safety



## C.2. Definitions used in the annual report

### C.2.1. Definitions in Regulation 91/03 to be applied:

***deaths (killed person)***

means any person killed immediately or dying within 30 days as a result of an injury accident, excluding suicides

***injures (seriously injured person)***

means any person injured who was hospitalized for more than 24 hours as a result of an accident, excluding attempted suicides

**passenger-km**

means the unit of measure representing the transport of one passenger by rail over a distance of one kilometre. Only the distance on the national territory of the reporting country shall be taken into account

***rail passenger***

means any person, excluding members of the train crew, who makes a trip by rail. For accident statistics, passengers trying to embark/disembark onto/from a moving train are included

**suicide**

means an act to deliberately injure oneself resulting in death, as recorded and classified by the competent national authority

**significant accident**

means any accident involving at least one rail vehicle in motion, resulting in at least one killed or seriously injured person, or in significant damage to stock, track, other installations or environment, or extensive disruptions to traffic. Accidents in workshops, warehouses and depots are excluded

***train***

means one or more railway vehicles hauled by one or more locomotives or railcars, or one railcar traveling alone, running under a given number or specific designation from an initial fixed point to a terminal fixed point. A light engine, i.e. a locomotive traveling on its own, is not considered to be a train

**train\*Km**

means the unit of measure representing the movement of a train over one kilometre. The distance used is the distance actually run, if available, otherwise the standard network distance between the origin and destination shall be used. Only the distance on the national territory of the reporting country shall be taken into account

### C.2.2. National definitions

Directive 2004/49/EC lays down in Annex 1, point 6:

“Definitions

The reporting authorities may use nationally applied definitions of the indicators and methods for calculation of costs when data according to this Annex are submitted. All definitions and calculation methods in use shall be explained in an Annex to the annual report described in Article 18.”

National definitions and methods to calculate costs concerning the items listed in the Annex 1 to Directive 2004/49/EC are to be reported in this paragraph, whether not defined in this legal act and in the Reg.91/03.

### **C.3. Abbreviations**

CSI	Common Safety Indicator
ERA	European Railway Agency
LC	Level Crossing
MLN	10 <sup>6</sup>
BLN	10 <sup>9</sup>
NSA	Network Safety Authorities
RS	Rolling Stock
RU/IM	Railway Undertaking and Infrastructure Manager



## ANNEX D: Important changes in legislation and regulation

	Legal reference	Date legislation comes into force	Reason for introduction (Additionally specify new law or amendment to existing legislation)	Description
<b>General national railway safety legislation</b>	NONE			
Legislation concerning the National Safety Authority	The Act amending The Railway Transport Act ZZelP-F	07./3/2007	The adjustment of the Legal Order of Slovenia to the Legal Order of the EU	The implementation of the directives: - Directive 96/48/ES); - Directive 2001/16/ES); - Directive 2004/51/ES); The Directive 2004/49/ES except for the part referring to the authorities and their competencies in the field of safety in the railway transport and free access to the railway infrastructure, defined by the Act regulating the railway transport
	The Safety of Railway Transport Act (ZVZelP)	11./07/2007	The adjustment of the Legal Order of Slovenia to the Legal Order of the EU	The Act defines conditions for ensuring safe and organised railway transport and defines the responsibilities and competencies of the participants in ensuring safety in the railway transport, developing common safety goals and common safety methods, common principles in managing and controlling the safety in the railway transport on railway tracks in the Slovenian Republic, as well as conditions for safe railway transport on industrial railway lines and railway lines of other railways. Implemented are
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.	NONE			
<b>National rules concerning railway safety</b>				
Rules concerning national safety targets and methods	The Rules for responding to serious and other accidents and incidents	In force since 08/01/2008, applied since 01/01/2009	The adjustment of the Legal Order of Slovenia to the Legal Order of the EU	These Rules contain provisions on the method of informing about and ascertaining the reasons for and the

				investigation into serious accidents, accidents and incidents caused by the Manager and the transport operator and requests for the recording and statistical monitoring and publication of data on serious accidents, accidents and incidents. The adjustment of the Rules to ZVZelP
Rules concerning requirements on safety management systems and safety certification of Railway Undertakings	NONE			
Rules concerning requirements on safety management systems and Safety Authorisation of Infrastructure Managers	NONE			
Rules concerning requirements for wagon keepers	NONE			
Rules concerning requirements for maintenance workshops	NONE			
Rules concerning requirements for the authorisation of placing in service and the maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between Railway Undertakings, registration systems and requirements on testing procedures	The Rules on brakes, safety devices and the equipment of railway vehicles	In force since 01/01/2008, applied since 14/12/2008	The adjustment of the Legal Order of Slovenia to the Legal Order of the EU	These Rules define the main technical specifications on the installation and the application of brakes, safety devices and equipment of railway vehicles with the track gauge of 1435 mm, which ensure technical-technological unity of vehicles in national and international railway transport in the Slovenian Republic for conventional speed up to 160 km/h. The adjustment of the Rules to ZVZelP
Common operating rules of the railway network, including rules relating to the signalling and traffic procedures	Signalling rules	In force since 08/01/2008, applied since 14.12.2008	The adjustment of the Legal Order of Slovenia to the Legal Order of the EU	These Rules define traffic signalling, types of signals, signal signs, their meaning, form, colour, the minimum visual distance, the place of their installation and the method of their application in the railway transport. The adjustment of the Rules to ZVZelP
	Traffic rules	In force since 12/01/2008, applied since 14.12.2008		These Rules define the conditions and the method for the organisation and the performance of safe and regular railway transport for conventional speed up to 160 km/h in the territory of Slovenia, which should be complied with by the Managers of the railway infrastructure and the transport operator, unless if different

				conditions for performing the railway transport are laid down for industrial railway lines and railway lines of other railways. The adjustment of the Rules to ZVZeIP
Rules laying down requirements on additional internal operating rules (company rules) that must be established by the Infrastructure Managers and Railway Undertakings	/	/	/	/
Rules concerning requirements on staff executing safety critical tasks, including selection criteria, medical fitness and vocational training and certification	/	/	/	/
Rules concerning the investigation of the accident and incidents, including recommendation	/	/	/	/
Rules concerning requirements for national safety indicators, including how to collect and analyse the indicators	/	/	/	/
Rules concerning requirements for authorisation of placing in service the infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossing, platforms, etc.)	/	/	/	/

**ANNEX E: The development of safety certification and authorisation – Numerical Data**

E.1. Safety Certificates according to Directive 2001/14/EC

Number of Safety Certificates issued according to Directive 2001/14/EC, held by Railway Undertakings in year 2007	being licensed in your Member State	0
	being licensed in another Member State	0

E.2. Safety Certificates according to Directive 2004/49/EC

		New	Updated / amended	Renewed
E.2.1. Number of valid Safety Certificates <b>Part A</b> held by Railway Undertakings in the year 2007	being registered in your Member State	0	0	0
	being registered in another Member State	0	0	0

		New	Updated / amended	Renewed
E.2.2. Number of valid Safety Certificates <b>Part B</b> held by Railway Undertakings in the year 2007	being registered in your Member State	0	0	0
	being registered in another Member State	0	0	0

			A	R	P
E.2.3. Number of applications for Safety Certificates <b>Part A</b> submitted by Railway Undertakings in year 2007	being registered in your Member State for	new certificates	0	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0
	being registered in another Member State for	new certificates	0	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0

			A	R	P
E.2.4. Number of applications for Safety Certificates <b>Part B</b> submitted by Railway Undertakings in year 2007	being registered in your Member State for	new certificates	0	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0
	being registered in another Member State for	new certificates	0	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0

A = Accepted application, certificate is already issued  
R = Rejected applications, no certificate was issued  
P = Case is still pending, no certificate was issued so far

E.2.5. List of countries where RUs applying for a Safety Certificate Part B in your Member State have obtained their Safety Certificate Part A

E.3. Safety Authorisations according to Directive 2004/49/EC

	New	Updated / amended	Renewed
E.3.1. Number of valid Safety Authorisations held by Infrastructure Managers in the year 2007 being registered in your Member State	1	0	0

		A	R	P
E.3.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2007 being registered in your Member State	new authorisations	1	0	0
	updated / amended authorisations	0	0	0
	renewed authorisations	0	0	0

A = Accepted application, authorisation is already issued  
R = Rejected applications, no authorisation was issued  
P = Case is still pending, no authorisation was issued so far

#### E.4. Procedural aspects – Safety Certificates part A

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate <b>Part A</b> in year 2007 for Railway Undertakings	being registered in your Member State	0	0	0
	being registered in another Member State	0	0	0

#### E.5. Procedural aspects – Safety Certificates part B

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate <b>Part B</b> in year 2007 for Railway Undertakings	being registered in your Member State	N/A	N/A	N/A
	being registered in another Member State	N/A	N/A	N/A

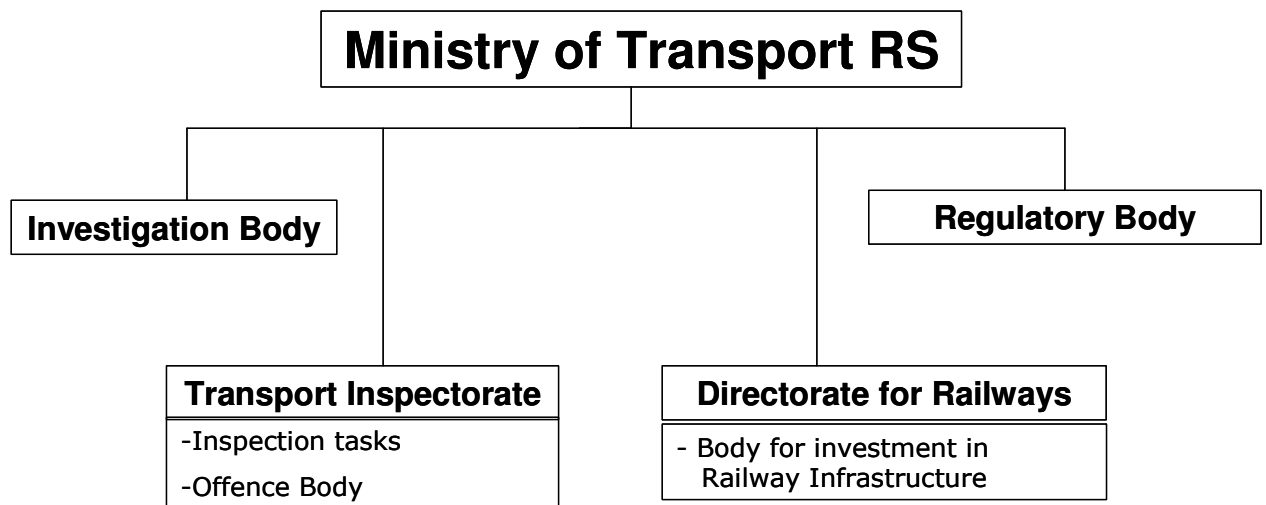
#### E.6. Procedural aspects – Safety Authorisations

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Authorisation in year 2007 for Infrastructure Managers	being registered in your Member State	N/A*	N/A*	N/A*
	being registered in another Member State	N/A*	N/A*	N/Av

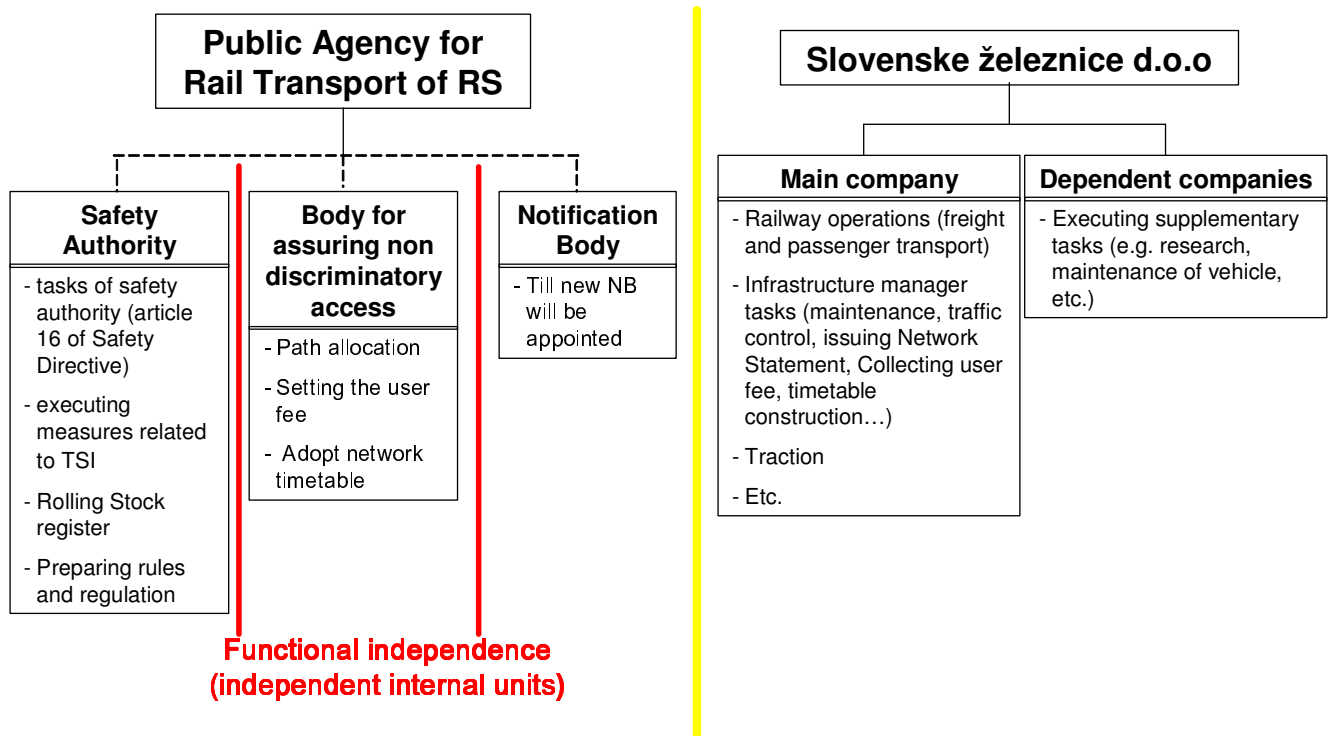
\* Safety Authorisation was issued in line with Article 38 of Railway Transport Act as was described in chapter 38. Estimation of time is irrelevant because it was not issued under standard administrative procedure.

## Annex F: Institutional framework in 2007

### Governmental level



### Public/Non governmental level



## **Annex G: Description of the tasks of NSA Departments (valid from August 2008)**

The field of work of the Sector for performing the tasks of the Safety Authority is planning, performing and controlling the working process and the implementation of corrective actions connected with the development and the management of safety.

Its tasks comprise:

### **The Safety Department**

- The implementation of and control of the adequacy of the registration of the railway vehicle fleet in the national register of railway vehicles and the control of all safety parameters in the register,
- Control over the preservation of the safety level in the railway transport system and its constant improvement,
- Issuing, extending, modifying and revocation of the appropriate parts of the Safety Certificate for transport operators in the railway transport system,
- Issuing, extending, modifying and revocation of the appropriate parts of the Safety Authorisation for Managers of the railway infrastructure,
- Issuing, extending, modifying and temporary withdrawal of Licences for Transport Operators in the railway transport system,
- Issuing, extending, modifying, and revocation or temporary withdrawal of authorisations for workshops for maintaining railway vehicles and their constituent parts,
- Creating and managing the register of authorised workshops for the maintenance of railway vehicles and their constituent parts and
- Preparing an annual report on the safety situation and safety indicators of the railway system in the Slovenian Republic.

### **The Department for national regulations and technical specifications**

- Preparing the implementing regulations from the field of safety in the railway transport system and their respective adjustment to the technical specifications for interoperability.
- Monitoring, enhancing and developing the safety regulatory framework, including the national regulations system,
- Organising, preparing and developing the procedures for the professional technical judgement of workshops for the maintenance of railway vehicles and/or particular components,
- Cooperation with the ERA working bodies and the European Commission in preparing new and modifying and amending the existent TSI for high and conventional speed trains.
- Implementation of provisions of a particular TSI in the national safety regulations and
- Creating and managing the register of national safety regulations from the railway field,
- Creating and managing the register of national technical regulations from the railway field and
- Creating and managing the national register of railway vehicles.

### **The Interoperability Department**

- Monitoring the implementation of the application of TSI in the implementation of subsystems of the railway vehicle fleet, maintenance, telematic applications for passenger and freight transport during the implementation of upgrading and/or in completions.
- The implementation of procedures for issuing Operating Licences for considerably modified railway vehicles,
- Issuing Operation Licences for structural subsystems, for which TSI do not yet exist.



- Monitoring the implementation of the application of TSI in the implementation of subsystems of infrastructure, power, control, management and signalling, managing the railway transport system and telematic applications for passenger and freight transport during the implementation of upgrading and/or in completions.
- The implementation of procedures for issuing Operating Licences for new railway lines,
- Issuing Operation Licences for structural subsystems, for which TSI do not yet exist.

## Annex H: Mission Statement of Agency

### Railway Transport Act (Official Gazette of the Republic of Slovenia, No 44/07)

#### Article 21

##### (Public Railway Transport Agency and its tasks)

(1) The government shall found the Public Railway Transport Agency to perform the tasks laid down hereunder.

(2) The Agency shall issue general acts for the implementation of public authorisations which regulate legal relations in its area of work and which chiefly concern the Agency's official records, the collection and delivery of data from its area of work, and other issues connected with the fulfilment of the Agency's tasks. The Agency shall issue administrative decisions of first instance on the basis of this Act and of the law governing railway transport safety, which the ministry shall issue until the founding of the Agency.

(3) The Agency shall perform tasks aimed at ensuring non-discriminatory access to the railway infrastructure, which include:

- allocation of train paths;
- setting the user fee;
- ensuring the efficiency of international train paths;
- ensuring the competitiveness of international freight transport;
- granting, revoking or suspending licences;
- supervision of the validity of licences, approved train paths and the fulfilment of conditions relating thereto,
- adopt the network timetable

The tasks referred to in the first and the second indent shall be carried out by the independent organisational unit of the Agency that is not connected with the performance of the tasks of the safety authority.

(4) The Agency shall also perform the following functions:

- tasks of the safety authority;
- implementing measures regarding the application of TSI.

(5) The Agency shall decide in administrative matters in its area of competence in accordance with the act governing the general administrative procedure, unless otherwise determined by this Act.

(6) To ensure the Agency's independence of the operator and the carriers, the members of the Agency's Council may not be the persons employed with or the persons for whom there exists a conflict of personal and public interests pursued by the Agency due to their connections with the operator or the carriers. The act on the establishment of the agency shall lay down more specific conditions to be fulfilled by the members of the Agency's Council.

#### Article 24

##### (Safety authority)

(1) The safety authority shall carry out the following tasks:

- issuing, revoking or suspending the carrier's safety certificates;
- issuing, revoking or suspending the operator's safety authorisations;
- monitoring the validity of safety certificates and safety authorisations;
- issue authorisations for the beginning of the operation of structural sub-systems which represent the Pan-European railway system in accordance with Article 14 of

the Directive 96/48/EC and Article 14 of the Directive 2001/16/EC and regular checking whether these systems operate and are maintained in accordance with the essential requirements;

- monitoring the compatibility between interoperability components and the key requirements Directive 96/48/EC and Directive 2001/16/EC;
- issuing permits for the beginning of operation of significantly modified rail vehicles which are not yet included in TSI;
- monitoring the adequacy of registration of rail vehicles and the accuracy and up-to-datedness of safety information in the national register established in accordance with Directive 96/48/EC and Directive 2001/16/EC;
- monitor, promote, enforce and develop the safety and regulatory framework and the system of national safety regulations, including the preparation of the proposed secondary regulations in the field of railway traffic safety;
- writing annual reports on its work for the European Railway Agency.

The authorisation from the fourth indent can also be issued after obtaining the EC declaration of verification which is issued by the notified authority in accordance with the law regulating railway traffic safety. The authorisation from the sixth indent can also be issued under the terms and conditions stipulated by the law regulating railway traffic safety.

- (2) The tasks of the safety authority may not be transferred or subcontracted to another person or body. The safety authority must be independent from any railway carrier, railway infrastructure operator, the applicant and the supply services in terms of organisation, financial and legal aspects and when adopting decisions.
- (3) The safety authority shall carry out its tasks in an open, non-discriminatory and transparent manner. In carrying out its tasks, it may request technical assistance from a railway infrastructure operator, a railway undertaking or other agencies with relevant capability.
- (4) The safety authority shall enable all those involved to issue a statement and explain their positions. The safety authority shall immediately answer the requirements and the applications and communicate its requests regarding the information needed for the adoption of decisions. The safety authority shall adopt all its decisions within four months of submitting all the requested information.
- (5) During the process of developing the safety regulations framework, the safety authority shall consult all those involved and interested, including the operator, the railway carriers, the maintenance staff, the users and the employee representatives.
- (6) Appeal shall be allowed against the decisions of the safety authority in accordance with Article 18d hereof.
- (7) In order to harmonise its decision-making criteria with the criteria applicable in the European Community, the safety authority shall co-operate with the safety authorities of other Member States of the European Community. The aim of such co-operation is to harmonise and coordinate the granting of safety certificates to railway carriers that have been assigned international train paths in accordance with the procedure laid down in Article 15 of Directive 2001/14/EC.
- (8) Each year the safety authority shall publish the annual report in respect of its activities in the previous year and send it to the European Railway Agency by no later than 30 September. The report must contain data on:
  - a) development of safety on the railway, including the combining of common safety indicators from Annex I to Directive 49/2004/EC at the level of the Member States of the European Community;
  - b) important changes to the legislation and regulation of railway safety;
  - c) changes in the granting of a safety certificate and safety authorisation;
  - d) results and experience connected with the supervision of the railway infrastructure operators and railway carriers.
- (9) The tasks of safety authority shall be carried out by the Agency.